

Message Text

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21

ORIGIN EB-07

INFO OCT-01 EUR-12 ISO-00 OES-03 NASA-01 SS-15 CAB-02

CIAE-00 COME-00 DODE-00 DOTE-00 INR-07 NSAE-00 FAA-00

NSC-05 L-03 /056 R

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NASA:WAIKEN (SUBS)

EB/AN:JBMAGNOR H:PSTAHNKE

C:JDOBBINS S/S-0:MR. ORTIZ

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R 032103Z FEB 76

FM SECSTATE WASHDC

TO AMEMBASSY PARIS

INFO AMEMBASSY LONDON

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E.O. 11652: N/A

TAGS: EAIR, UK, FR, US

SUBJECT: CIVAIR - CONCORDE AND A SECOND GENERATION SST

REF : PARIS 911, STATE 13866

1. PARAS A, B AND C OF CONTINGENCY GUIDANCE CONTAINED
PARIS REFTEL ARE FULLY ACCURATE TO BEST OUR KNOWLEDGE.
INTEREST IN SST REMAINS HIGH WITHIN AT LEAST SOME MAJOR
MEMBERS OF U.S. AIRCRAFT INDUSTRY, BUT AT PRESENT IT IS
TECHNICAL, NOT COMMERCIAL. TO BEST OUR KNOWLEDGE, NONE
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OF THESE FIRMS ENVISAGES COMMERCIAL PRODUCTION WITHIN

FORESEEABLE FUTURE, I.E. AT LEAST A DECADE. AS STATE
REFTEL INDICATES, AEROSPACE INDUSTRIES ASSOCIATION,
WHICH REPRESENTS MAJOR MANUFACTURERS, FAVORS GRANTING
PRESENT CONCORDE REQUEST.

2. HOWEVER, RECENT INDUSTRY STUDIES SUGGEST THAT A
U.S. SST COULD BE ECONOMIC WITHOUT DOMESTIC OVERLAND
ROUTES. EMBASSY SHOULD THEREFORE DROP PARA D FROM
CONTINGENCY GUIDANCE.

3. WITHIN PAST YEAR THERE HAVE BEEN CONTACTS WITH
RESPECT SSTS BETWEEN ROLLS-ROYCE AND NASA, AND BETWEEN
AMERICAN AND EUROPEAN FIRMS. TO BEST OUR KNOWLEDGE,

HOWEVER, THESE ARE BEST CHARACTERIZED AS CASUAL CONTACTS
BETWEEN PEOPLE INTERESTED IN SAME TECHNICAL PROBLEMS.
POSSIBILITY OF COOPERATION MAY HAVE BEEN MENTIONED, BUT
WE HAVE NO EVIDENCE IT HAS BEEN EXPLORED SERIOUSLY, NOR
THAT THERE IS ANY PRESENT INTENTION TO DO SO. INGERSOLL

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Message Attributes

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